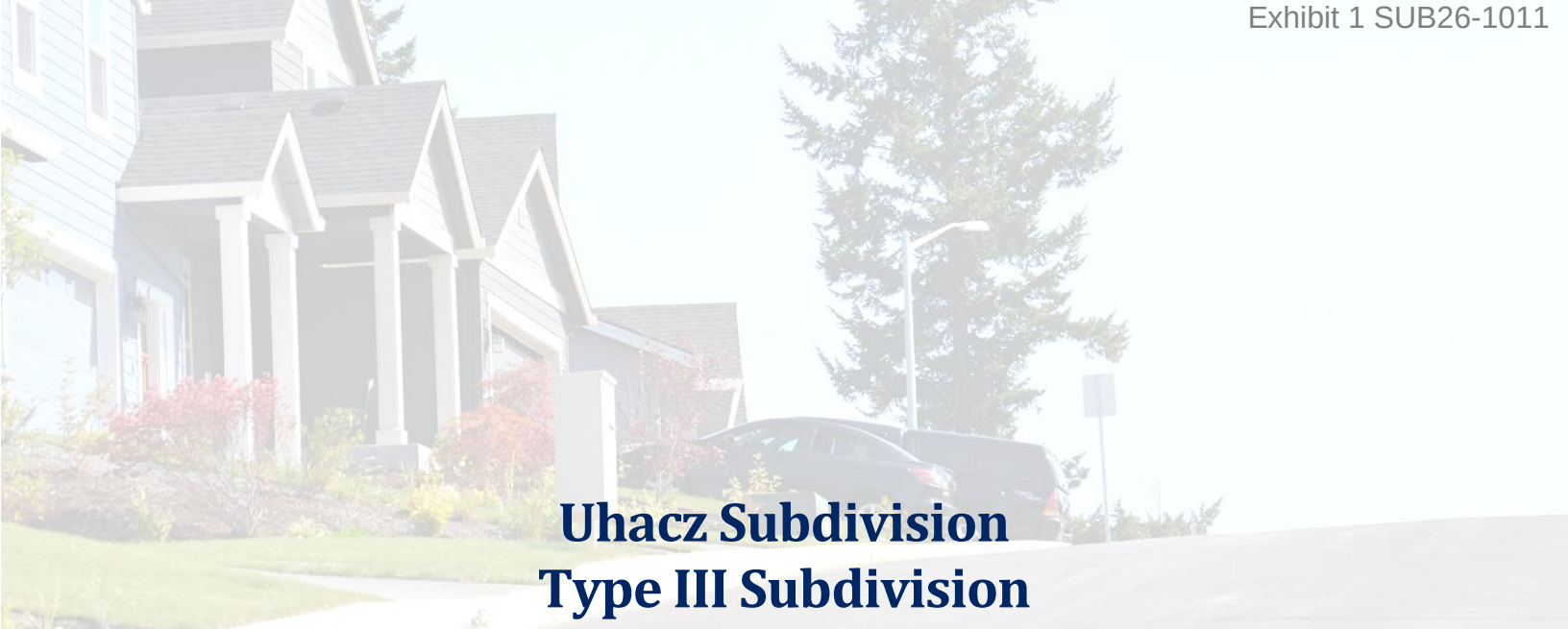




## 2. Land Use Narrative

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## Uhacz Subdivision Type III Subdivision

|                        |                                                                                                                                                 |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Date:</b>           | March 2026                                                                                                                                      |
| <b>Submitted to:</b>   | City of Camas<br>Community Development Department<br>616 NE 4th Avenue<br>Camas, WA 98607                                                       |
| <b>Applicant:</b>      | Romano Capital, Inc.<br>4660 NE 77th Avenue, Suite 200<br>Vancouver, WA 98662<br>Stacey Shields<br>(360) 904-4759<br>stacey@romanofinancial.com |
| <b>AKS Job Number:</b> | 12533                                                                                                                                           |

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# Uhacz Subdivision

## Type III Subdivision

|                                |                                                                                                                                                                                                            |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submitted to:</b>           | City of Camas<br>Community Development Department<br>616 NE 4th Avenue<br>Camas, WA 98607                                                                                                                  |
| <b>Applicant:</b>              | Romano Capital, Inc.<br>4660 NE 77th Avenue, Suite 200<br>Vancouver, WA 98662<br>Stacey Shields<br>(360) 904-4759<br>stacey@romanofinancial.com                                                            |
| <b>Property Owners:</b>        | Uhacz Family Trust<br>1918 SE 283 <sup>rd</sup> Avenue<br>Camas, WA 98607                                                                                                                                  |
| <b>Applicant's Consultant:</b> | AKS Engineering & Forestry, LLC<br>9600 NE 126 <sup>th</sup> Avenue, Suite 2520<br>Vancouver, WA 98682<br><br>Contact(s): Michael Andreotti, RLA<br>Email: andreottim@aks-eng.com<br>Phone: (360) 882-0419 |
| <b>Site Location:</b>          | 27429 SE 15 <sup>th</sup> Street<br>Camas, WA 98607                                                                                                                                                        |
| <b>Clark County Parcels:</b>   | 178413-000                                                                                                                                                                                                 |
| <b>Site Size:</b>              | ±6.98 acres (±303,955 square feet)                                                                                                                                                                         |
| <b>Land Use Districts:</b>     | Residential-6,000 (R-6)                                                                                                                                                                                    |



## I. Executive Summary

Through this application, Romano Capital, Inc. (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 32-lot subdivision (Uhacz Subdivision) for the future construction of 32 single-family homes. The subdivision will gain access from NE 41<sup>st</sup> Avenue to the east. Access to the individual lots will be provided through an internal street network that is being constructed with this project. Each lot will be provided with sanitary sewer, stormwater, and water service connections. Other dry utilities will also be provided for each lot. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, including Preliminary Plans, Pre-Application Conference Report, Preliminary Stormwater Technical Information Report (TIR), Geotechnical Soil Analysis Report, Transportation Impact Study (TIS), State Environmental Policy Act (SEPA) Checklist, Mailing Labels, Archaeological Predetermination Reports, Tree Report, and Title Report.

The highlights of this project, which will be discussed further in this narrative, include the following:

- Subdivision with 32 single-family lots
- Construction of stormwater, parking, open space, and private street tracts to serve the subdivision
- Construction of an internal street network to serve the subdivision
- Construction of all necessary utilities needed to serve the subdivision

The written narrative includes findings of fact demonstrating that the application complies with all applicable approval criteria. These findings are supported by substantial evidence, including Preliminary Plans and other written documentation. This information, which is included in this application package, provides the basis for the City to approve the application.

## II. Site Description/Setting

The subject site is addressed as 27429 SE 15<sup>th</sup> Street, Camas, WA 98607 and consists of Parcel 178413-000. The site is located in the Southwest Quarter of Section 36, Township 2 North, Range 3 East, Willamette Meridian. The subject site is ±6.98 acres (±303,955 square feet) in size and is zoned Single Residential-6,000 (R-6) with an Urban Holding - 10 (UH-10) zoning overlay. The subject site is in use as a single-family residence. East of the site are similarly zoned R-6 parcels, and north and west of the site are Low Density Residential (R1-6) parcels in Clark County jurisdiction. South of the site are Residential-7,500 (R-7.5)-zoned parcels. The surrounding parcels are currently in use as single-family residential uses.

SE 15<sup>th</sup> Street fronts the site to the north, NE 41<sup>st</sup> Avenue is stubbed to the east of the site, and NE Woodburn Drive fronts the site to the south. Site access is currently gained from SE 15<sup>th</sup> Street via an existing private driveway. SE 15<sup>th</sup> Street is an existing two-lane Collector/Arterial, with a 60-foot right-of-way width and a ±22-foot paved width. No sidewalks or planter strips exist on either side of SE 15<sup>th</sup> Street. NE 41<sup>st</sup> Avenue is a two-lane Local/Sprinklered road with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and ±5-foot-wide planter strips, ±5-foot-wide sidewalks, and ±2-foot-wide clear strips on both sides of the road. NE Woodburn Drive is an existing three-lane Collector/Arterial road with a right-of-way width that varies between 42 and 60 feet. NE Woodburn Drive has a paved width that varies between 24 and 43 feet. NE Woodburn Drive has a planter strip that varies between 2 and 5 feet wide on the south side of the road and no planter strips exist along the north side of NE Woodburn Drive. A 6-foot-

wide sidewalk exists along the south side of NE Woodburn Drive, and a 6-foot-wide sidewalk exists along a portion of the north side of NE Woodburn Drive.

The site has rolling terrain. The steepest slopes on-site are approximately 40 percent. There are no areas of potential instability identified on-site. The existing vegetation on-site consists of field grass, shrubs, and deciduous and evergreen trees. According to Clark County GIS, there are no flood hazard areas, wetlands, streams, waterways, or other aboveground water bodies present on-site. The site has a low-moderate to moderate-high archaeological probability, with an archaeological site buffer mapped on-site.

### III. Applicable Review Criteria

#### City of Camas Municipal Code

##### Title 12 Streets, Sidewalks and Public Places

##### Chapter 12.24 - Street Names

(...)

**Response:** The planned streets will be named according to the City of Camas *Street Naming Manual* (October 2010). Street names depicted on the Preliminary Plans are placeholders, and final road names will be determined prior to final platting.

##### Chapter 12.44 - Complete Streets Policy

(...)

##### 12.44.030 - Policy.

(...)

- F. Complete streets design recommendations will be incorporated into all publicly and privately funded projects as appropriate. The following complete streets components must be evaluated and considered in all phases of transportation project planning, design, construction, and operation:
1. Sidewalks and crosswalks.
  2. Roadway and pedestrian scale lighting.
  3. Bicycle accommodation.
  4. Landscaping.
  5. Use of raised medians for traffic safety, traffic flow and pedestrian refuge.
  6. Adequate buffer areas for pedestrian safety, drainage and landscaping.
  7. Lane widths appropriately sized for use and context of surrounding land uses.
  8. On-street parking where appropriate for surrounding land uses.
  9. Signage.
  10. Level of connectivity to the existing transportation network.

**Response:** All roads within the project have been designed to comply with the City of Camas Complete Streets Policy. Sidewalks, crosswalks, shared travel lanes for bicycles and vehicles, landscaping, lighting, parking, signage, and other transportation facilities will be constructed to meet the requirements of the Camas Municipal Code (CMC).

## Title 13 Public Services

### Division I Water

#### Chapter 13.52 - Water System Development Charges

(...)

**Response:** It is understood that System Development Charges (SDCs) and connection fees described in this chapter apply to this project and that payment of the fees is required prior to connection. Water mains will be extended into the site, and each lot will be served by a service lateral. Refer to the Preliminary Plans included with this application package for additional information.

### Division II Sewer System

#### Chapter 13.72 - Sewer Service Development Charge

(...)

**Response:** It is understood that SDCs and connection fees described in this section apply to this project and that payment of the fees is required prior to connection. Sanitary sewer mains will be extended into the site, and each lot will be served by a service lateral. Refer to the Preliminary Plans included with this application package for additional information.

## Title 14 Stormwater Provisions

#### Chapter 14.02 - Stormwater Control

(...)

**Response:** The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Plans included with this application package for additional information.

#### Chapter 14.06 - Erosion and Sediment Control

(...)

##### 14.06.030 - Applicability.

Any person proposing to undertake any land-disturbing activity, with the exception of any small parcel development, shall be required to meet the following standards:

- A. Submit an erosion prevention/sediment control plan in compliance with this chapter which shall set forth the proposed erosion prevention/sediment control measures and shall further satisfy the criteria of the standard details and specifications for erosion prevention/sediment control plans. The plan shall be submitted and approved by the city prior to the commencement of any land-disturbing activity. In addition, an erosion prevention/sediment control plan shall be submitted and approved by the city prior to the commencement of clearing, grading, fill, excavation, demolition, or

construction related to any land development which requires a city permit, requires city approval, or is otherwise subject to SEPA review including, but not limited to, the following:

1. Subdivisions;

(...)

**Response:** This project is for a Type III Subdivision within the City of Camas; therefore, an Erosion and Sediment Control Plan is required. A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A detailed and site-specific Erosion Control Plan will be provided with final construction plans for review and approval by the City. Refer to the Preliminary Plans included with this application package for additional information.

## Title 15 Buildings and Construction

### Chapter 15.04 - Building Code

#### 15.04.010 - Adoption of referenced codes.

(...)

**Response:** This project is for a Type III Subdivision, and no structures are proposed with this application. Future single-family residences will be constructed on the lots created with this application. Those structures will be reviewed during the building permit review process. All future buildings will receive building permit approval prior to construction.

#### 15.04.030 - Amendments to the referenced codes.

The adopted codes are amended as follows:

(...)

#### D. International Fire Code.

1. A new subsection is added to Section 907.1.1 to provide as follows:

(...)

12. Permits shall be obtained from the fire department as follows:

- a. Except for one and two-family dwellings and as specified in Section 105 of the building code and Section R105 in the International Residential Code no building or structure regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, removed, converted or demolished unless a separate permit for each building or structure has first been obtained from the fire department.
- b. A permit shall be obtained from the fire department prior to engaging in activities, operations, practices, or functions as specified in Section 105 of the fire code.

(...)



**Response:** Two new fire hydrants will be installed with this project. One hydrant will be installed on the west side of NE 275<sup>th</sup> Avenue near the intersection with NE 41<sup>st</sup> Avenue and the other hydrant will be installed ±400 feet to the south on the west side of NE 275<sup>th</sup> Avenue, between Tract B and Tract C. All planned fire hydrants within the subdivision will meet spacing requirements. All future homes in the development will be provided with fire sprinklers, as required by the City of Camas. Additional fire sprinklers will be installed within the homes and garages as site access is limited to a single access point through NE 41<sup>st</sup> Avenue until parcel 178417-000 west of the site develops. An address monument will be installed at each private street's intersection with NE 275<sup>th</sup> Avenue so that lots accessed from the private streets can be identified. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas. Refer to the Preliminary Plans included with this application package for additional information.

#### Chapter 15.17 - Automatic Fire Sprinklers

(...)

**Response:** This project is for a Type III Subdivision, and no structures are proposed with this application. All future homes in the subdivision will be provided with fire sprinklers as required by the City of Camas. Until further development occurs to the west of the site, access to the site is limited to a single access through NE 41<sup>st</sup> Avenue. Additional fire sprinklers will be installed in the homes and garages to mitigate for the limited site access. This project will comply with all other requirements of the IFC as adopted and amended by the City of Camas.

#### Chapter 15.50 - Clearing and Grading

**Response:** Site clearing, grading, and excavation are required for the construction of this project; therefore, a grading permit is required. A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A grading permit will be obtained by the Applicant prior to any land-disturbing activity occurring. Refer to the Preliminary Plans included with this application package for additional information.

### Title 16 Environment

#### Chapter 16.07 - SEPA Categorical Exemption and Threshold Determinations

(...)

##### 16.07.020 - Exemption levels.

- A. The city establishes the following exempt levels for minor new construction based on local conditions, which is consistent with WAC 197-11-800(1):

| Project Types                                                                                              | Exempt Levels in Camas                                                   |
|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| Single-family residential                                                                                  | Up to 9 dwelling units                                                   |
| Multifamily residential                                                                                    | Up to 9 dwelling units                                                   |
| Agricultural structures                                                                                    | Up to 30,000 square feet                                                 |
| Office, school, commercial, recreational, service or storage buildings (including associated parking lots) | Up to 30,000 square feet and associated parking lots of up to 40 spaces. |
| Parking lots not associated with a structure                                                               | Up to 20 parking spaces                                                  |
| Landfills and excavation                                                                                   | Up to 500 cubic yards                                                    |

(...)

**Response:** This project is for a Type III Subdivision for the creation of 32 single-family residential lots; therefore, this project is not exempt from SEPA. A SEPA Checklist has been prepared and is included with this application package.

16.07.040 - Environmental checklist.

(...)

**Response:** A SEPA Checklist has been prepared and submitted with this application package. The lead agency for the SEPA Checklist is the City of Camas.

#### Chapter 16.31 - Archaeological Resource Preservation

(...)

16.31.070 - Predetermination report required.

(...)

**Response:** The project site is greater than 5 acres in size, and according to Clark County GIS, the site's mapped archaeological probability is between low-moderate and moderate-high; therefore, an Archaeological Predetermination Report is required for this project. An Archaeological Predetermination Report and formal Archaeological Survey were completed by Applied Archaeological Research, Inc. (AAR) in September 2025 and March 2026 under permit 2025-88 at site 45CL1619. AAR's reports were submitted to the Department of Archaeology and Historic Preservation (DAHP). Confirmation of AAR's submittal is included in this application package. Refer to AAR's confirmation of archaeological submittal included with this application package for additional information.

#### Chapter 16.51 - General Provisions for Critical Areas

(...)

16.51.090 - Applicability.

The following proposed activities are subject to the criteria, guidelines, report requirements, conditions, and performance standards in this title:

(...)

H. Subdivision;

**Response:** This project is for a Type III Subdivision for the creation of 32 single-family residential lots; therefore, this project is subject to the criteria, guidelines, conditions, and requirements of this chapter. According to Clark County GIS, there are no on-site critical areas within the project area. Refer to the Preliminary Plans included with this application package for additional information.

#### Title 17 Land Development

##### Chapter 17.11 - Subdivisions

(...)

17.11.030 - Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.
2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

**Response:** A pre-application conference was held on January 28, 2026, and the meeting notes for the pre-application conference were issued on February 11, 2026. The Pre-Application Conference Report is included with this application package.

- B. Application.** In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:
1. Completed general application form as prescribed by the community development director, with the applicable application fees;
  2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
  3. Complete applications for other required land use approvals applicable to the proposal;
  4. A vicinity map showing location of the site;
  5. A survey of existing significant trees as required under CMC Section 18.13.045;
  6. All existing conditions shall be delineated. Site and development plans shall provide the following information:
    - a. A plat map meeting the standards identified in CMC Section 17.01.050,
    - b. Owners of adjacent land and the names of any adjacent subdivisions,
    - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
    - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,
    - e. Location of existing and proposed sidewalks, street lighting and street trees,
    - f. Location, footprint and setbacks of all existing structures on the site,
    - g. Lot area and dimensions for each lot,
    - h. Location of proposed new property lines and numbering of each lot,
    - i. Location of the proposed building envelopes and sewer tanks,

- j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
  - k. Location of any proposed dedications,
  - l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,
  - m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,
  - n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,
  - o. Location of all existing fire hydrants within five hundred feet of the proposal; and
  - p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.
7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
    - a. Two-foot contours,
    - b. The proposed lots and existing topography,
    - c. The proposed lots with proposed topography, and
    - d. Total quantities of cut and fill;
  8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);
  9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
  10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;
  11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;
  12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and
  13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.
  14. An engineering estimate of costs for site improvements, both public and private.

(...)

**Response:** This project is for a Type III Subdivision for the creation of 32 single-family residential lots. This application package contains all the requirements listed in CMC 18.55.110 and the materials listed in this section, including Preliminary Plans that contain Existing Conditions, a Vicinity Map, Preliminary Subdivision Plat, Preliminary Composite Utility Plan, Preliminary Tree Preservation and Removal Plan, Preliminary Street Lighting Plan, Preliminary Grading and Erosion Control Plan, Preliminary Stormwater Plan, Preliminary Landscape Plan, and Preliminary Circulation Plan. Additionally, a Pre-Application Conference Report, Preliminary Stormwater TIR, Geotechnical Soil Analysis Report, TIS, SEPA Checklist, Mailing Labels, Archaeological Predetermination Reports, Tree Report, and Title Report are included in the application package.

**D. Criteria for Preliminary Plat Approval.** The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:

1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;

**Response:** The planned subdivision has been designed to meet all applicable goals of the Camas Comprehensive Plan. This project will provide stormwater, sewer, and water services for each lot in the planned subdivision. Additionally, roads, franchise utilities, street trees and landscape strips, street lighting, and pedestrian and circulation routes will be provided with this subdivision. These planned improvements will assist in serving the site, while mitigating impacts to the surrounding area. This project will provide 32 single-family residential lots and two open space tracts, which will benefit the community. A TIS has also been prepared for this project and transportation impacts will be mitigated with applicable impact fees.

2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual;

**Response:** The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State ECY 2024 SWMMWW.

Water service will be extended into the site from an existing water main in NE 41<sup>st</sup> Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services. All water improvements will be designed and constructed to City of Camas Engineering standards.

Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275<sup>th</sup> Avenue. New sanitary sewer mains will also be constructed in NE 40<sup>th</sup> Avenue, NE 41<sup>st</sup> Avenue, Tract B, Tract C, and Tract D. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards.

Refer to the Preliminary Stormwater TIR and Preliminary Plans included with this application package for additional information.

3. Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;

**Response:** Three new local access roads will be constructed with this project. NE 41<sup>st</sup> Avenue will be extended into the site and NE 40<sup>th</sup> Avenue and NE 275<sup>th</sup> Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end  $\pm 8$  feet short of the site's west boundary to protect an off-site tree that is  $\pm 7$  feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15<sup>th</sup> Street with this project. Due to the limited frontage width, no improvements to SE 15<sup>th</sup> Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275<sup>th</sup> Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41<sup>st</sup> Avenue and NE 40<sup>th</sup> Avenue.

A Preliminary Landscape Plan, Preliminary Tree Preservation and Removal Plan, and Preliminary Street Lighting Plan are included in the Preliminary Plans. Provisions have

been made for utilities, as shown in the Preliminary Composite Utility Plans that are included in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

4. Provisions have been made for dedications, easements and reservations;

**Response:** Right-of-way will be dedicated for three new public streets within the project site. Right-of-way will also be dedicated for NE Woodburn Drive south of the site and for SE 15<sup>th</sup> Street north of the site. Two private street tracts will be created to provide access to on-site lots, and a 6-foot-wide private utility easement (PUE) will be provided along the frontage of each lot with the final plat. Refer to the Preliminary Plans included with this application package for additional information.

5. The design, shape and orientation of the proposed lots are appropriate to the proposed use;

**Response:** As indicated on the Preliminary Plans submitted with this application package, all lots are oriented to front a public right-of-way or private street tract and are appropriately shaped to allow for future home construction. Refer to the Preliminary Plans included with this application package for additional information.

6. The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;

**Response:** As described and depicted in the plans and documents submitted with this application package, this project complies with all requirements of the CMC and other relevant regulations.

7. Appropriate provisions are made to address all impacts identified by the transportation impact study;

**Response:** The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a TIS for the project. Trip generation was calculated for the 32-lot subdivision using the *ITE Trip Generation Manual 12<sup>th</sup> Edition*. The TIS states the project will generate 302 Average Daily Trips (ADT) with 27 a.m. peak hour trips and 34 p.m. peak hour trips. The TIS recommends the Applicant pay applicable City of Vancouver proportional share fees and does not recommend any other on-site or off-site improvements. Refer to the TIS included with this application for additional information.

8. Appropriate provisions for maintenance of commonly owned private facilities have been made;

**Response:** All tracts within the subdivision will be owned and maintained by the HOA and ownership and maintenance responsibility for the on-site tracts will be identified on the final plat.

9. Appropriate provisions, in accordance with RCW 58.17.110, are made for:

- a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including



sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and

- b. The public use and interest will be served by the platting of such subdivision and dedication;

**Response:** As previously stated, the proposed development meets all applicable goals of the Camas Comprehensive Plan. Existing on-site trees and trees immediately adjacent to the site will be protected to the greatest extent practicable, new trees will be planted on-site, and mitigation will be provided for necessary impacts. A street network will be constructed to provide vehicle and pedestrian circulation, and applicable impact fees will be paid with this project. Refer to the Preliminary Plans included with this application package for additional information.

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

**Response:** All plans and documents submitted with this application package meet the requirements of this section.

#### 17.11.040 - Phasing.

The subdivider may develop and record the subdivision in phases. Any phasing proposal shall be submitted for review at preliminary plat. In addition to meeting criteria in CMC Chapter 18.23, approval of the phasing plan shall be based upon making the following findings:

- A. The phasing plan includes all land contained within the approved preliminary plat, including areas where off-site improvements are being made.

**Response:** This project is for a Type III Subdivision for the creation of 32 single-family residential lots to be constructed in one phase. Refer to the Preliminary Plans included with this application package for additional information.

#### Chapter 17.19 - Design and Improvement Standards

(...)

#### 17.19.020 - Improvements, supervision, inspections and permits required.

- A. Required Improvements.

1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install a centralized location for mail delivery boxes in coordination with the U.S. Postal Service, together with all appurtenances in accordance with this chapter, specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.
2. Other improvements installed at the option of the developer shall conform to city requirements.
3. Existing wells, septic tanks and septic drain fields shall be decommissioned, in accordance with state and county guidelines



regardless of lots or properties served by such utility unless otherwise approved by public works director. Documentation of said decommissioning is to be provided to the city. Upon decommissioning of existing wells, the water rights shall be granted to the city.

**Response:** Paved streets, complete with curbs, gutters, and sidewalks, will be constructed with this project. All lots will be provided with all required utilities, including sanitary sewer, water, and other private utilities. Streetlights, fire hydrants, and mail service delivery boxes will also be constructed with this project. All planned improvements are shown in the Preliminary Plans that are included with this application. The existing on-site septic system will be decommissioned with this project.

17.19.030 - Tract, block and lot standards.

A. Environmental Considerations.

**Response:** According to Clark County GIS, there are no on-site critical areas. Existing on-site trees and trees immediately adjacent to the site will be protected to the greatest extent practicable and new trees will be planted on-site. The Applicant will also provide two open space tracts, totaling ±25,897-square-feet in size. Refer to the Preliminary Plans included with this application package for additional information.

B. Blocks. Blocks shall be wide enough to allow two tiers of lots, except where abutting a major street or prevented by topographical conditions or size of the property, in which case the approval authority may approve a single tier.

**Response:** The planned subdivision includes two-tiered blocks where practicable. Due to the shape of the site, the location of NE 41<sup>st</sup> Avenue along the site's east boundary, and NE Woodburn Drive along the south of the site, two-tiered blocks are not practicable throughout the entire subdivision. One single-tiered block is planned with this project along the site's north boundary. A single-tiered block is necessary at this location because NE 41<sup>st</sup> Avenue's existing stub location and the site's north boundary do not leave enough room for two-tiered lots. Refer to the Preliminary Plans included with this application package for additional information.

C. Compatibility with Existing Land Use and Plans.

1. Buffer Between Uses. Where single-family residential lots are to be adjacent to multiple-family, commercial or industrial land use districts, and where natural separation does not exist, adequate landscape buffer strips and/or solid fences for purposes of buffering sound, restricting access, pedestrian safety and privacy shall be provided.
2. Conformity with Existing Plans. The location of all streets shall conform to any adopted plans for streets in the city. The proposed land use shall respond to and complement city ordinances, resolutions and comprehensive plans.
3. Other City Regulations. All land use shall comply with all adopted city regulations. In the event of a conflict, the more restrictive regulation shall apply.

(...)

**Response:** The subject site and all parcels surrounding the site are zoned for residential use; therefore, the standards of this section do not apply. Refer to the Preliminary Plans included with this application package for additional information.

D. Lots. The lot size, width, shape and orientation shall conform to zoning provisions and the following:

1. Each lot must have frontage and access onto a public street, except as may otherwise be provided (e.g., approved private roads, access tracts);

**Response:** Each lot has been designed to have access to a public or private road. Refer to the Preliminary Plans included with this application package for additional information.

2. Side Lot Lines. The side lines of lots should generally run at right angles to the street upon which the lots face as far as practical, or on curved streets they shall be radial to the curve;

**Response:** Lots within the planned subdivision have their side lot lines at right angles to the road upon which they front. Refer to the Preliminary Plans included with this application package for additional information.

3. Building Envelopes. No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:

- a. For single-family residential zones, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,

**Response:** Building envelopes, in the form of setbacks, are depicted on the Preliminary Plans. A 40-foot-by-40-foot square is shown on the plans to show that a dwelling fits within required setbacks on all lots in the planned subdivision. Refer to the Preliminary Plans included with this application package for additional information.

4. Where property is zoned and planned for commercial or industrial use, in conformance to the intent of the comprehensive plan, other lot dimensions and areas may be permitted at the discretion of the approval authority;

**Response:** The project site is zoned R-6; therefore, this standard does not apply.

5. Flag lots, access tracts, and private roads may be permitted only when the community development director or designee finds the applicant meets the criteria listed hereinafter:

(...)

**Response:** Two private streets are planned with this project. The private streets have been designed to meet City standards based on the number of lots they provide access to and accommodate full development on the lots that will gain access from the private streets. Address monuments will also be installed where the private street intersect with NE 275<sup>th</sup> Avenue. Refer to the Preliminary Plans included with this application package for additional information.

6. Double Frontage Lots. Residential lots which have street frontage along two opposite lot lines shall be avoided, except for double

frontage lots adjacent to an arterial or collector, which must comply with the following design standards:

- a. **Landscaping.** A ten-foot landscaped tract is provided along the real property line to visually buffer the rear yards from public view and prevent vehicular access. The ten-foot landscaped tract shall include a minimum two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area, and maintained in perpetuity by the homeowners association;

(...)

- b. **Fencing and Walls.** A sight-obscuring fence or masonry wall shall be located at the line that separates the lot from the ten-foot landscape tract (see Figure 17.19-1). The design must include:

**Response:** Lots 21 through 23 will take access from the private street in Tract C and will be separated from NE Woodburn Drive with a 10-foot-wide open space tract. NE Woodburn Drive is classified as a three-lane Collector/Arterial road; therefore, a minimum 4-foot-tall fence or masonry wall is required along the boundary of the lots and the 10-foot-wide open space tract. The required fence or wall will be verified prior to building permit approval. Refer to the Preliminary Plans included with this application package for additional information.

**E. Tracts and Trails.**

(...)

**Response:** Per the City of Camas 2022 Parks, Recreation, and Open Space (PROS) Comprehensive Plan, a segment of the T-27 trail is shown on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 feet and 10 feet in width, be constructed of asphalt pavement, and has been designed to meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas (ABA Standards). The trail and on-site open space tracts will be maintained by the HOA. Refer to the Preliminary Plans included with this application package for additional information.

**F. Landscaping.**

1. Each dwelling unit within a new development shall be landscaped with at least one tree in the planting strip of the right-of-way, or similar location in the front yard of each dwelling unit, with the exception of flag lots and lots accessed by tracts. Required trees shall be a minimum two-inch diameter at breast height (dbh) to create a uniform streetscape (dbh is four and one-half feet above the ground as measured from upside of tree).
2. The city council finds that the existing mature landscaping of trees, and shrubs provide oxygen, filter the air, contribute to soil conservation and control erosion, as well as provide the residents with aesthetic and historic benefits. For these reasons, the city encourages the retention of existing trees that are not already protected as significant trees under the Camas Municipal Code. Generally, the city may allow the tree requirements under subsection (F)(1) of this section to be reduced at the request of the developer, by

a ratio of two new trees in favor of one existing tree, provided such trees have been identified on approved construction plans.

3. Prior to final acceptance of any land development, the land developer shall install trees adjacent to or within all common areas and landscape tracts as specified in the Camas Design Standards Manual.
4. Street trees adjacent to individual lots must be installed prior to final occupancy or secured or bonded, and installed prior to expiration of the two-year warranty period, whichever comes first.
5. All landscaping shall conform to plant criteria in the Camas Design Standards Manual. Any planting of trees or shrubs within the right-of-way or vision clearance area must be shown on the construction drawings for approval.
6. Storm drainage facilities, pump stations and other visible facilities shall be required to include a ten foot L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure.

**Response:** One street tree is planned for each lot in the subdivision. Due to driveways, streetlights, and utilities, street trees cannot be placed at 30 feet on center or directly in front of each lot throughout the project; however, the total number of required street trees are planned for this project. Required street trees will be installed within the designated time frame.

Existing on-site trees will be protected to the greatest extent practicable and new trees will be installed throughout the site. Site landscaping will conform to the Camas Design Standards Manual and has been designed to not obstruct any vision clearance areas. One stormwater facility is planned with this project, and the stormwater facility will be screened with a 10-foot-wide L2 landscape buffer. Refer to the Preliminary Plans included with this application package for additional information.

- G. Non-City Public Utility Easements (PUEs). Easements for electric lines, gas lines, communication lines, or other public utilities shall be required. Easements for public utilities shall be a minimum of six feet in width, located adjacent to the city right-of-way on public streets, behind sidewalks on private streets, and centered on front or side lot lines.

(...)

**Response:** A 6-foot-wide Public Utility Easement (PUE) will be provided along lots adjacent to the public right-of-way and behind sidewalks or the curb line on private streets. Refer to the Preliminary Plans included with this application package for additional information.

- J. Lighting. Street lighting shall conform to the Clark public utility standards and approved by the city. The developer shall bear the cost of the design and installation of the lighting system.

**Response:** Street lighting will be provided with this project. All lighting will be installed in conformance with City of Camas and Clark Public Utilities (CPU) standards. A Preliminary Street Lighting Plan is included in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

- K. All residential streets shall conform to the guidelines and standards of the city neighborhood traffic management plan.

**Response:** All streets in this project have been designed to conform to the guidelines and standards of the *City of Camas Neighborhood Traffic Management Plan* (March 2001). The proposed subdivision will create less than 700 ADT; therefore, no additional traffic management measures are required for this project per the *City of Camas Neighborhood Traffic Management Plan* (March 2001). A Preliminary Circulation Plan is included in the Preliminary Plan. Refer to the Preliminary Plans included with this application package for additional information.

**17.19.040 - Infrastructure standards.**

**A. Private Street.** Private street(s) may be authorized when all of the following occur:

1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;

**Response:** Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275<sup>th</sup> Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41<sup>st</sup> Avenue and NE 40<sup>th</sup> Avenue. Refer to the Preliminary Plans included with this application package for additional information.

2. Adequate and reasonable provisions are made for the ownership, maintenance, and repair of all utilities and the proposed private streets;

**Response:** All private street tracts will be owned and maintained by the HOA. A note describing private street ownership and maintenance responsibility will be included on the final plat.

3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;

**Response:** Private Street A will provide access to three lots and Private Street B will provide access to six lots. The private streets have been designed to meet City standards based on the number of lots they provide access to and to accommodate full development on the lots that will gain access from the private streets. No future lots beyond this subdivision will gain access from the private streets. Refer to the Preliminary Plans included with this application package for additional information.

4. Connect to no more than one public street, unless it is an alley;

**Response:** None of the planned private streets connect to more than one public street. Refer to the Preliminary Plans included with this application package for additional information.

5. Conform to the Camas Design Standard Manual (CDSM);

**Response:** Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and

include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. “No Parking” signs will be installed on both sides of Private Street A and on one side of Private Street B. Refer to the Preliminary Plans included with this application package for additional information.

6. Alleys shall be privately owned and maintained;

**Response:** No alleys are planned with this project; therefore, this standard does not apply.

7. Access requirements for recycle service, garbage service, and emergency vehicles are provided;

**Response:** Garbage and recycling for lots fronting Private Street A will be collected at the right-of-way along NE 275<sup>th</sup> Avenue. Solid waste and recycling pickup for lots fronting Private Street B will occur at each lot’s front, except for Lots 20 and 21, where solid waste and recycling pickup will occur in front of Lots 19 and 22. Solid waste and recycling collection trucks will be able to use the rotated hammerhead turnaround at the end of NE 275<sup>th</sup> Avenue to back out of Private Street B. Refer to the Preliminary Plans included with this application package for additional information.

8. Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. Street signs to this effect shall be installed. These provisions shall be noted on the final plat, e.g. Towing service.

**Response:** A covenant providing provisions for parking enforcement will be recorded and will be noted on the final plat.

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include a full-depth road section to the existing centerline, public and private utility easements, water and sewer mains, pedestrian pathways, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.

**Response:** No half-width streets are proposed with this project. Three new local access roads will be constructed with this project. NE 41<sup>st</sup> Avenue will be extended into the site and NE 40<sup>th</sup> Avenue and NE 275<sup>th</sup> Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be



installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end  $\pm 8$  feet short of the site's west boundary to protect an off-site tree that is  $\pm 7$  feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15<sup>th</sup> Street with this project. Due to the limited frontage width, no improvements to SE 15<sup>th</sup> Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275<sup>th</sup> Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41<sup>st</sup> Avenue and NE 40<sup>th</sup> Avenue. Refer to the Preliminary Plans included with this application package for additional information.

2. Streets abutting the perimeter of a development shall be provided in accordance with CMC 17.19.040(B)(1) above, and the Design Standard Manual. A minimum of 24-feet of paved surface shall be required to provide two-way vehicular movements and to ensure safe and efficient roads exist to serve the land development. Where applicable, a total of twenty-nine feet of paved surface may be required to provide bike lanes.

**Response:** NE Woodburn Drive abuts the site to the south and SE 15<sup>th</sup> Street abuts the site to the north. Seven feet of right-of-way will be dedicated to SE 15<sup>th</sup> Street with this project. Due to the limited frontage width, no improvements to SE 15<sup>th</sup> Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive and NE Woodburn Drive will be improved with a 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface on the north side of NE Woodburn Drive. The planned improvements to NE Woodburn Drive will end  $\pm 8$  feet short of the site's west boundary to protect an off-site tree that is  $\pm 7$  feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide. Refer to the Preliminary Plans included with this application package for additional information.

3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:

**Response:** No delay in frontage improvements is requested; therefore, this standard does not apply.

4. In the event the frontage improvement is delayed, the owner must provide an approved form of financial surety in lieu of said improvements.

**Response:** No delay in frontage improvements is requested; therefore, this standard does not apply.

5. Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.

**Response:** Right-of-way will be dedicated for three new public streets within the project site. Right-of-way will also be dedicated to NE Woodburn Drive south of the site and to SE 15<sup>th</sup> Street north of the site. Two private street tracts will be created within the site to provide access to on-site lots.

Fifty-two feet of right-of-way will be dedicated for the three new public roads, a strip of right-of-way, up to 18 feet wide, will be dedicated for NE Woodburn Drive, and seven feet of right-of-way will be dedicated for SE 15<sup>th</sup> Street. One of the private street tracts will be within a 20-foot-wide tract and the other private street will be within a 42-foot-wide tract. Refer to the Preliminary Plans included with this application package for additional information.

6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the city engineer.
  - a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.
  - b. Grading of steep topography may be necessary to achieve this objective.

**Response:** NE 41<sup>st</sup> Avenue is an existing public road that is stubbed to the east boundary of the site. NE 41<sup>st</sup> Avenue is a two-lane Local/Sprinklered road with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and ±5-foot-wide planter strips, ±5-foot-wide sidewalks, and ±2-foot-wide clear strips on both sides of the road. New local roads will be extended into and through the site and will be constructed to City of Camas Street Detail ST3 standards, complete with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and 7-foot-wide planter strips, and 5-foot-wide sidewalks on both sides of the road. NE 41<sup>st</sup> Avenue and NE 40<sup>th</sup> Avenue will provide circulation opportunities for future development on Parcel 178417-000 to the west of the site. Pedestrian circulation will be provided through the street network via sidewalks and trails. Refer to the Preliminary Plans included with this application package for additional information.



7. **Names.** All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24

**Response:** The planned streets will be named according to the City of Camas Street Naming Manual (October 2010). Street names depicted on the Preliminary Plans are placeholders, and final road names will be determined prior to final platting.

8. **Right-of-way, tract and pavement widths for private and public streets** shall be based on the Camas Design Standards Manual (CDSM), Engineering Design Standards and Submittal Requirements, Design Standards, Table 1-Guidelines for Geometry of Private Roadways and Table 2- Guidelines for Geometry of Public Roadways.

**Response:** Three new local access roads will be constructed with this project. NE 41<sup>st</sup> Avenue will be extended into the site and NE 40<sup>th</sup> Avenue and NE 275<sup>th</sup> Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end  $\pm 8$  feet short of the site's west boundary to protect an off-site tree that is  $\pm 7$  feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15<sup>th</sup> Street with this project. Due to the limited frontage width, no improvements to SE 15<sup>th</sup> Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275<sup>th</sup> Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41<sup>st</sup> Avenue and NE 40<sup>th</sup> Avenue. Both private streets will be constructed to the City of Camas Engineering Standards Table 1-Guidelines for Geometry of Private Roadways. Refer to the Preliminary Plans included with this application package for additional information.

9. **Intersections.** Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as

possible, shall not exceed fifteen degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial and collector streets shall have a corner radius of not less than twelve feet.

**Response:** All planned intersections are at right angles, or as close to right angles as possible. Offset intersections are not planned with this project. Refer to the Preliminary Plans included with this application package for additional information.

10. **Street Layout.** Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.

a. **Circulation Plan.** Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:

- i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the city engineer;
- ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
- iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);
- iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
- v. Site access points for vehicles, pedestrians, bicycles, and transit.

**Response:** A Preliminary Circulation Plan meeting these standards is provided in the Preliminary Plans that are included with this application package. The planned street network connects to existing infrastructure and provides circulation opportunities for future development on Parcel 178417-000 to the west of the site. Pedestrian circulation will be provided through the street network via sidewalks and a segment of the planned T-27 Trail. Refer to the Preliminary Plans included with this application package for additional information.

b. **Cross-circulation** shall be provided that meets the following:

- i. Block lengths shall not exceed the maximum access spacing standards for the roadway class per the city's design standards manual. If block lengths greater than six hundred feet are approved pursuant to CMC Section 17.19.040.B.10.b.iii., a midway pedestrian connection shall be provided.

**Response:** No new blocks will be created with this project; however, the proposed street network will allow for future blocks that are less than 600 feet in length when future development

occurs on Parcel 178417-000 to the west of the site. Refer to the Preliminary Plans included with the application for additional information.

- ii. Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.

**Response:** NE 275<sup>th</sup> Avenue is a planned public dead-end road and is over 300 feet in length. A connection between NE 275<sup>th</sup> Avenue and NE Woodburn Drive cannot be made due to minimum intersection spacing requirements. NE Woodburn Drive is a Collector road and per the Camas Design Standards Manual, the minimum access spacing requirements along Collector roads is 330 feet. NE Umatilla Street is an existing street east of the site. If NE 275<sup>th</sup> Avenue were extended south to Woodburn Drive, the distance between NE 275<sup>th</sup> Avenue and NE Umatilla Street would be ±170 feet; therefore, the Applicant is not proposing a connection between NE 275<sup>th</sup> Avenue and NE Woodburn Drive. Refer to the Preliminary Plans included with this application package for additional information.

- iii. When cul-de-sacs or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.

(...)

**Response:** Existing site grades do not allow for an ADA-compliant pedestrian connection between NE 275<sup>th</sup> Avenue and NE Woodburn Drive; therefore, a pedestrian connection is not planned with this project. If allowed, a non-ADA pedestrian and bicycle connection can be made. Refer to the Preliminary Plans included with this application package for additional information.

- d. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

**Response:** There are no on-site critical areas; therefore, this standard does not apply.

- e. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off-street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.

(...)

**Response:** The project's average residential lot size is less than 7,400 square feet; therefore, additional off-street parking is required. Thirty-two single-family residential lots are planned with this project; therefore, a total of six additional parking spaces are required for the site. Six additional parking spaces are planned with this project. Those parking spaces are distributed throughout the site in common tracts. Refer to the Preliminary Plans included with this application package for additional information.

12. **Street Design.** When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety, and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility easements, sidewalks, bike lanes as necessary, and control of stormwater runoff, street lighting, and signage, in accordance with the Camas Design Standards Manual (CDSM).

(...)

**Response:** Three new local access roads will be constructed with this project. NE 41<sup>st</sup> Avenue will be extended into the site and NE 40<sup>th</sup> Avenue and NE 275<sup>th</sup> Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road. Street signage and lighting, stormwater facilities, and public utilities are also included in the street design. Refer to the Preliminary Plans included with this application package for additional information.

13. **Sidewalks** shall be constructed as specified in Camas Design Standard Manual. See CDSM Engineering Design Standards Table 1 and Table 2 for dimensions.

(...)

**Response:** All planned public and private streets within the project area have been designed to meet City of Camas design standards and Table 17.19.040-1 and Table 17.19.040-2 of the CMC. Where sidewalks are planned, they have been designed to be constructed as specified in the Camas Design Standards Manual. Refer to the Preliminary Plans included with this application package for additional information.

C. **Utilities.**

(...)

2. **Sanitary sewers** shall be provided to each lot at no cost to the city and designed in accordance the Camas Design Standards Manual (CDSM).

(...)

**Response:** Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275<sup>th</sup> Avenue. New sanitary sewer mains will also be constructed in NE 40<sup>th</sup> Avenue, NE 41<sup>st</sup> Avenue, Tract B, Tract C, and Tract D. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards

3. **Storm Drainage.** The storm drainage collection system shall meet the requirements of the Camas Design Standards Manual (CDSM) and CMC 14.02 Stormwater Control.

(...)

**Response:** The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The

stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State ECY 2024 SWMMWW. Refer to the Preliminary Stormwater TIR and Preliminary Plans included with this application package for additional information.

4. Water System.

(...)

**Response:** Water service will be extended into the site from an existing water main in NE 41<sup>st</sup> Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services, and all water improvements will be designed and constructed per City of Camas engineering standards. Refer to the Preliminary Plans included with this application package for additional information.

5. Clearing and Grading.

- a. Clearing and grading that are a result of a land-use application shall be submitted with the land-use application and shall be a component of the civil construction application.
- b. Clearing and grading permits that are not part of a land-use application shall be prepared in accordance with CMC 15.50 Clearing and Grading.
- c. Quantities of fill and excavation are to be separately calculated and then added together, even if excavated material is used as fill in the same site.
- d. Erosion prevention and sediment control plans and details are to be submitted as a component of the clearing and grading plans.
- e. Clearing and grading that results in an acre or greater land-disturbing activities require a National Pollutant Discharge Elimination System (NPDES) Permit, which is issued by the Washington Department of Ecology, prior to start of any land-disturbing activities.

**Response:** A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. Cut and fill quantities are also listed in the Preliminary Grading and Erosion Control Plans. More than one acre of grading will occur with this project; therefore, the Applicant is required to get a National Pollutant Discharge Elimination System (NPDES) Permit from ECY. All permits and approvals will be obtained prior to any land-disturbing activities occurring. Refer to the Preliminary Grading and Erosion Control Plans that are included in the Preliminary Plans for additional information.

Chapter 17.21 - Procedures for Public Improvements

(...)

17.21.030 - Land disturbing activities—Erosion prevention/ sediment control.

Any person, company, corporation, group, entity or jurisdiction proposing to commence any land-disturbing activity, shall be required to meet the following standards:

- A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.
- B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.
- C. Construct any storm drainage facilities required to detain and dispose of stormwater generated by the project, prior to commencement of work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.
- D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

**Response:** A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A detailed and site-specific Erosion Control Plan will be provided with final construction plans for sediment and pollution control. Refer to the Preliminary Plans included with this application package for additional information.

#### Title 18 Zoning

##### Chapter 18.09 - Density and Dimensions

(...)

18.09.040 - Density and dimensions— Single-family residential zones.

| Table 1—Density and Dimensions for Single-family Residential Zones |       |
|--------------------------------------------------------------------|-------|
|                                                                    | R-6   |
| A. Standard New Lots                                               |       |
| Maximum density (dwelling units/net acre)                          | 7.2   |
| Minimum density (dwelling units/net acre)                          | X     |
| Average lot area (square feet) <sup>4</sup>                        | 6,000 |
| Minimum lot size (square feet)                                     | 4,800 |
| Maximum lot size (square feet) <sup>3</sup>                        | 9,000 |
| Minimum lot width (feet)                                           | 60    |
| Minimum lot depth (feet)                                           | 80    |
| Maximum building lot coverage <sup>5</sup>                         | 40%   |
| Average building lot coverage <sup>6</sup>                         | N/A   |
| Maximum building height (feet) <sup>2</sup>                        | 35    |

Table Notes:

2. Maximum building height: three stories and a basement, not to exceed height listed.

3. For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
4. Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.
5. The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
6. Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to fifty-five for single-story development and/or lots below five thousand square feet.

| Table 2—Building Setbacks for Single-Family Residential Zones <sup>1</sup> |                         |
|----------------------------------------------------------------------------|-------------------------|
| Lot Area                                                                   | 5,000 to 11,999 sq. ft. |
| Minimum front yard (feet)                                                  | 20 <sup>2</sup>         |
| Minimum side yard (feet)                                                   | 5                       |
| Minimum side yard flanking a street and corner lot rear yard (feet)        | 10                      |
| Minimum rear yard (feet)                                                   | 25                      |
| Minimum lot frontage on a cul-de-sac or curve (feet)                       | 30                      |

**Table Notes:**

1. Setbacks may be reduced to be consistent with the lot sizes of the development in which it is located. Notwithstanding the setbacks requirements of this chapter, setbacks and/or building envelopes clearly established on an approved plat or development shall be applicable. In the LD-NS zone, cottage-style development setbacks are identified in the North Shore Design Manual.
2. The minimum front yard setback may be reduced by up to five (5) feet for the non-garage portions of a dwelling when any garage is set back the full minimum front yard distance required in the underlying zone. This allowance is intended to promote varied building facades and reduce the visual prominence of garages along the street.

**Response:**

The subject site is within the R-6 zoning district. The gross area for the site is ±6.98 acres. 0.60 acres of open space area is planned with this project, and ±0.03 acres of the site is existing right-of-way SE 15<sup>TH</sup> Street; therefore, the net area of the site is ±6.35 acres. In the R-6 zoning district, the maximum allowable density is 7.2 units per net acre. The maximum allowable density for the project is 46 units (7.2 units/acre x 6.35 acres). This project will provide 32 detached single-family residential lots.

The minimum planned lot area is 5,400 square feet, the minimum planned lot width is 60 feet, and the minimum planned lot depth is 90 feet. The average lot area is ±5,937 square feet and all lots are designed to allow for a minimum 20-foot-deep front yard setback, minimum 5-foot-wide side yard setback, minimum 10-foot-wide street side setback, and minimum 25-foot-wide rear yard setback. The planned lots are large enough for homes to be constructed meeting the maximum building lot coverage of 40 percent and the maximum building height of 35 feet. Lot dimensions, setbacks, areas, and density statistics are depicted in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

**Chapter 18.11 - Parking**

(...)

**18.11.030 Location.**

Off-street facilities shall be located as hereafter specified. Such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.



(...)

D. For uses other than those specified above: four hundred feet.

**Response:** All required parking spaces for the residential lots are located on the same lot as the residence. Refer to the Preliminary Plans included with this application package for additional information.

#### 18.11.100 - Residential parking.

Residential off-street parking space shall consist of a parking strip, driveway, garage, or a combination thereof, and shall be located on the lot they are intended to serve.

**Response:** Off-street parking will be provided for each future single-family home and will consist of garage and driveway spaces. Six additional off-street parking spaces will be provided in two common parking areas to serve residential parking needs. Refer to the Preliminary Plans included with this application package for additional information.

#### 18.11.130 - Standards.

The minimum number of off-street parking spaces for the listed uses shall be shown in Table 18.11-1, Off-Street Parking Standards. The city shall have the authority to request a parking study when deemed necessary.

| Use                                        | Required Number of Off-Street Parking Spaces |
|--------------------------------------------|----------------------------------------------|
| <b>Residential</b>                         |                                              |
| Single-family dwelling, duplex, rowhouse   | 2 per unit                                   |
| Studio apartment                           | 1                                            |
| Apartment 1 bedroom/ 2+ bedrooms           | 1.5/2                                        |
| Housing for elderly (apartment/unassisted) | .33 per unit                                 |
| Retirement dwellings                       | 2 per unit                                   |
| Residential care facility/assisted living  | 1 per 2 beds + 1 per day shift employee      |

(...)

**Response:** This project is for a 32-lot subdivision for the future construction of detached single-family homes. Two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with at least one driveway space and one garage space. Additionally, six off-street parking spaces are provided in common parking areas, meeting the requirements of CMC 17.19.040.B.10.e. Refer to the Preliminary Plans included with this application package for additional information.

#### Chapter 18.13 - Landscaping

(...)

#### 18.13.020 - Scope.

- A. Unless otherwise exempted, the standards of this chapter shall apply to any site to be developed. All applicable development activities shall be required to prepare a landscape plan and shall be required to meet the minimum tree density herein created.
- B. The standards of this chapter shall apply to the following:

1. Commercial, industrial, governmental uses, and land divisions;
2. Redevelopment including change of use when Site Plan Review is applicable (refer to Chapter 18.18 Site Plan Review);
3. Parking lots with greater than four spaces;
4. Development that is subject to Design Review (refer to Chapter 18.19 Design Review);
5. Undeveloped property converting to an allowed use in the zone (e.g. infill lots); and
6. Conditional uses. The standards for landscaping will be the same as the landscaping standards in commercial zones if conditional use will occur in a residential zone.

(...)

**Response:** This project is for a Type III Subdivision for the creation of 32 detached single-family residential lots; therefore, the requirements of this chapter apply.

**18.13.040 - Procedure for landscape, tree and vegetation plans.**

- A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.

**Response:** A tree survey was completed by AKS and is included in the Preliminary Tree Preservation and Removal Plans. A Preliminary Landscape Plan is also included in the Preliminary Plans. Proposed plant type, size, and location are included in those plans. Refer to the Tree Report and Preliminary Plans included with this application package for additional information.

- B. A tree survey must be included for any applicable development proposing to remove trees.

**Response:** A tree survey has been prepared by a certified arborist with AKS and is included with this application package.

**18.13.045 - Tree survey.**

- A. The applicant must submit a tree survey that is prepared by a certified arborist or professional forester.

**Response:** A tree survey has been prepared by a certified arborist with AKS and is included with this application package

- B. A tree survey must contain the following:

1. Inventory.
  - a. Map of the site, with tree locations numbered
  - b. Include all significant trees that will be impacted by the proposed development, which may include trees off-site if canopies overhang the subject property. Open space tracts to be set aside for conservation purposes do not need to be included in survey.
  - c. Provide the common and scientific name of inventoried trees.

**Response:** A tree inventory showing significant trees with location numbers has been completed by AKS and is shown on the Preliminary Tree Preservation and Removal Plans. Trees that will be protected and impacted with the project are identified on the plans. Refer to the Preliminary Plans included with this application package for additional information.

2. Assessment.

- a. Size. Measure and provide the diameter at breast height (DBH).
- b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)
- c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.
- d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.
- e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

**Response:** A tree report and Preliminary Tree Preservation and Removal Plans have been completed by an arborist with AKS. The report and plans include the information noted above. Refer to Preliminary Plans included with this application package for additional information.

18.13.050 - Standards for landscape, tree and vegetation plans.

(...)

- B. Landscaping and trees shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.

**Response:** Street trees will be planted along all public streets within the subdivision. Landscaping will also be provided on the individual lots by the future homeowners, within the on-site open space tracts and as landscape buffers around the stormwater facility. Street trees, shrubs, and ground covers have been selected by a licensed landscape architect and have been selected to meet the standards of this section. Refer to the Preliminary Plans included with this application package for additional information.

- C. Landscape, Tree and Vegetation Plan must include a combination of trees, shrubs, and ground cover to achieve the purposes of this chapter.
  1. Required landscaping shall be comprised of a minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.
  2. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of two inches, be equivalent to a fifteen- gallon container size, and be adequately staked for planting.

3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.

**Response:** All landscaping plants planned for use in this project are either native or adapted to the northwest climate. All plant materials will meet the requirements of this section. Refer to the Preliminary Plans included with this application package for additional information.

- D. Street trees will be required as part of the frontage improvements. Species, size and spacing of the trees must be consistent with the Design Standards Manual. Unless otherwise specified, trees must generally be spaced thirty feet apart. Substitute varieties are subject to approval by the City of Camas.

**Response:** Street trees are planned along all public streets within the project. Trees are designed to be spaced a minimum of 30 feet on-center where feasible. Due to driveways and utilities, there are areas where street trees cannot be installed at 30 feet on-center; however, one street tree is provided per single-family residential lot. Refer to the Preliminary Plans included with this application package for additional information.

- E. Proposed vegetation cannot be an invasive species as listed within the most current edition of the Clark County Noxious Weed List (e.g. English Ivy cultivars).

**Response:** None of the planned vegetation for the project is an invasive species. Refer to the Preliminary Plans included with this application package for additional information.

- F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).

**Response:** All planned plant materials and planting sizes are shown on the Preliminary Plans included in the application package. Planting size is selected to provide the best opportunity for plant survival and integration into the overall site. Refer to the Preliminary Plans included with this application package for additional information.

- G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species, if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

**Response:** All planned plant materials and planting sizes are shown on the Preliminary Plans included in the application package. Planting size is selected to provide the best opportunity for plant survival and integration into the overall site. Refer to the Preliminary Plans included with this application package for additional information.

- H. Appropriate measures shall be taken, e.g., installation of irrigation system, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.

**Response:** Landscaped areas will be irrigated with an automatic irrigation system or adequate manual irrigation systems. All irrigation in common landscaped areas will be installed with the landscaping at the time of neighborhood construction and maintained by the HOA.

All irrigation in planting strips adjacent to private lots will be installed with the home construction on that lot and be maintained by the property owner. All irrigation will be design-build by a landscape contractor.

- I. Required trees, as they grow, shall be pruned in accordance with the International Society of Arboriculture. The pruned tree will provide at least ten feet of clearance above sidewalks and fourteen feet above street roadway surfaces.

**Response:** All trees will be pruned to the appropriate height per this section.

- J. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the city.

**Response:** No existing trees will be used as street trees; therefore, this standard does not apply.

- K. Vision clearance hazards shall be prohibited.

**Response:** No vision clearance hazards will be created with the planned landscape. Vision clearance triangles are depicted on the Preliminary Plans included with this application package.

#### 18.13.051 - Minimum tree density requirement.

- A. Tree Density. A minimum tree density per net acre is required and must be incorporated within the overall landscape plan. The tree density may consist of existing trees, replacement trees or a combination of existing and replacement trees, pursuant to the priority established in Section 18.13.052.

| 18.13.051 Table 1: Required Tree Density |                                            |                           |
|------------------------------------------|--------------------------------------------|---------------------------|
| Proposed Activity                        | Required Minimum Tree Density per Net Acre | Required Tree Replacement |
| New Development                          | 20 Tree Units                              | 20 Tree Units per acre    |
| Residential                              | 20 Tree Units                              | 20 Tree Units per acre    |

- B. Tree Density Calculation. Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit, as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

(...)

**Response:** The gross area for the site is  $\pm 6.98$  acres. 0.60 acres of open space area is planned with this project, and  $\pm 0.03$  acres of the site is existing right-of-way; therefore, the net area of the site is  $\pm 6.35$  acres. Twenty tree units are required per net acre; therefore, 127 tree units are required ( $\pm 6.35$  acres x 20 trees units per acre). A total of 127 tree units are planned with this project. The total tree units includes 3 existing trees, totaling 11 tree units, and 116 proposed trees, totaling 116 tree units. Refer to the Preliminary Plans and Tree Report included with this application for additional information.

## 18.13.055 - Landscape buffering standards.

A. Landscape buffers shall be in compliance with the below referenced table:

| Table 1—Landscape Buffers |                           |                       |                           |                       |                           |                       |                           |                       |
|---------------------------|---------------------------|-----------------------|---------------------------|-----------------------|---------------------------|-----------------------|---------------------------|-----------------------|
| Abutting Zone ►           | Residential               |                       | Commercial                |                       | Business Park             |                       | Industrial                |                       |
| Uses on Site ▼            | Not Separated by a Street | Separated by a Street | Not Separated by a Street | Separated by a Street | Not Separated by a Street | Separated by a Street | Not Separated by a Street | Separated by a Street |
| Multifamily Residential   | 5' L1                     | 5' L1                 | 10' L3                    | 10' L2                | 10' L2                    | 10' L2                | 10' L2 w/F2 Fence         | 10' L3                |
| Commercial                | 10' L3                    | 5' L2                 | 5' L1                     | 5' L2                 | 5' L2                     | 5' L2                 | 10' L3                    | 10' L2                |
| Industrial                | 10' L2 w/F2 Fence         | 10' L2                | 10' L3                    | L2                    | 10' L3                    | 5' L2                 | 5' L2                     | 5' L1                 |

(...)

**Response:** The subject site is zoned for single-family residential development. All planned lots in the subdivision have been designed as single-family residential lots. Single-family residential development is not required to provide landscape buffers. Refer to the Preliminary Plans included with this application package for additional information.

## 18.13.060 - Parking areas.

A. Parking areas are to be landscaped at all perimeters.

**Response:** Two parking areas are planned with this project. One of the parking areas is planned in Tract A, and the other is planned in Tract F.

Per the City of Camas 2022 PROS Comprehensive Plan, a segment of the T-27 trail is required on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 and 10 feet wide and will be paved. Three parking stalls are planned in Tract A. Each stall is 9 feet wide and 18 feet deep. Tract A is approximately 35 feet wide at its widest. The three parking stalls with curb are ±28 feet wide, and the trail with conveyance ditch on one side is ±7 feet wide. The total width of the trail with conveyance ditch and parking stalls is ±35 feet wide, leaving no room for screening on either side of the parking area. Landscaping will be provided on the north side of the parking area.

The parking area in Tract F will utilize the required 10-foot-wide L2 landscape buffer around the stormwater facility for screening. Refer to the Preliminary Plans included with this application package for additional information.

B. All parking areas shall provide interior landscaping for shade and visual relief.

**Response:** Each of the planned parking areas contains three parking spaces; therefore, no interior landscaping is proposed with this project. Trees are planned along the north side of the parking area in Tract A and around the perimeter of the stormwater facility in Tract D.

The parking area in Tract F will utilize the planned trees around the stormwater facility. The proposed trees are being installed to provide shade and visual relief for the parking areas. Refer to the Preliminary Plans included with this application package for additional information.

**C. Parking lots shall include a minimum ratio of one tree per six parking spaces.**

**Response:** Six total off-street parking spaces are planned in common area tracts. Each planned parking area only contains three parking spaces; therefore, no trees are required for the planned parking areas. However, trees are planned along the north side of the parking area in Tract A and along the perimeter of the stormwater facility in Tract D. The parking area in Tract F will utilize the planned trees around the stormwater facility. Four trees are planned for the six total parking spaces. Refer to the Preliminary Plans included with this application package for additional information.

**D. Planter strips (medians) and tree wells shall be used within parking areas and around the perimeter to accommodate trees, shrubs and groundcover.**

**Response:** Planter strips will be installed around the perimeter of the planned parking areas where feasible. Landscaping will be installed in the perimeter planter strips. No interior parking area landscaping is planned with this project. Refer to the Preliminary Plans included with this application package for additional information.

**E. Planter areas for trees must provide a minimum of five hundred cubic feet of soil, and shall provide eight-foot by eight-foot minimum of clear planting space. For other vegetative buffer areas a minimum of a five foot clear width must be provided.**

**Response:** Each of the planned parking areas contains three parking spaces; therefore, no trees are required for the planned parking areas. However, trees are planned along the north side of the parking area in Tract A and along the perimeter of the stormwater facility in Tract D. The parking area in Tract F will utilize the planned trees around the stormwater facility. Each planter area will provide a minimum 8-foot by 8-foot planting space for the proposed trees. Refer to the Preliminary Plans included with this application package for additional information.

**F. Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.**

**Response:** Curbs are proposed adjacent to planting areas to prevent vehicles from overhanging and damaging the plant material. Refer to the Preliminary Plans included with this application package for additional information.

**G. Curbed planting areas shall be provided at the end of each parking aisle to protect parked vehicles.**

**Response:** Two parking areas are planned with this project. One of the parking areas is planned in Tract A, and the other is planned in Tract F.

Per the City of Camas 2022 PROS Comprehensive Plan, a segment of the T-27 trail is required on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 and 10 feet wide and will be paved. Three parking stalls are planned in Tract A. Each stall is 9 feet wide and 18 feet deep. Tract A is



approximately 35 feet wide at its widest. The three parking stalls with curb are  $\pm 28$  feet wide, and the trail with conveyance ditch on one side is  $\pm 7$  feet wide. The total width of the trail with conveyance ditch and parking stalls is  $\pm 35$  feet wide, leaving no room for screening on either side of the parking area; therefore, curbed planters cannot be provided at either end of the parking area in Tract A.

The parking area in Tract F will utilize the required 10-foot-wide L2 landscape buffer around the stormwater facility for screening. The north end of the parking area in Tract F will be curbed with a landscaped area, planter strip, and sidewalk abutting the end of the parking area. The south end of the parking area in Tract F will be curbed with a landscaped area abutting the parking area. Refer to the Preliminary Plans included with this application package for additional information.

H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip (See Figure 18.13.060-1).

**Response:** No more than three parking stalls are planned in a single row. Refer to the Preliminary Plans included with this application package for additional information.

#### Chapter 18.15 - Signs

**Response:** No signs are planned with this application. Any future sign will receive a sign permit prior to installation to ensure the sign meets the requirements of this chapter.

#### Chapter 18.17 - Supplemental Development Standards

(...)

##### 18.17.030 - Corner lot vision clearance area.

**Response:** All corner lots will maintain a vision clearance area. No vehicle, fence, wall, landscaping, or other obstruction or planting will impede vision between a height of 42 inches and 10 feet above the sidewalk or 12 feet above the street. Refer to the Preliminary Plans included with this application package for additional information.

##### 18.17.050 - Fences and walls.

**Response:** All future fences for the residential lots will not exceed 7 feet in height; therefore, permits will not be required for fences. Refer to the Preliminary Plans included with this application package for additional information.

##### 18.17.060 - Retaining walls.

**Response:** Retaining walls are planned with this project. Wall location and planned height are depicted on the Preliminary Plans. No walls will be greater than six feet tall. Refer to the Preliminary Plans included with this application package for additional information.

## IV. Conclusion

The Applicant is proposing a 32-lot single-family subdivision meeting the requirements of the City of Camas R-6 zoning district and other applicable portions of the City of Camas Municipal Code.

The submittal requirements have been met and the required findings made for all applicable approval criteria. These findings serve as the basis for the City to approve the application and are supported by

substantial evidence in the application materials. Therefore, the Applicant respectfully requests approval of the proposed project (Uhacz Subdivision).